

DEQ Conference



Tim O'Brien
Sustainable Water Works

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Ford Rouge Before Heritage Project



Sustainable Redevelopment by Ford Motor Company





Ford Rouge after Heritage Project





The Fort/Rouge Gateway (FroG) Partnership

A Visionary Place-Making Project on the Lower Rouge River



ABOVE: The industrial and natural landscape of the Rouge River in the previous century looking north toward the Ford Rouge Plant has both historical and ecological significance.

The Fort-Rouge Gateway (FroG) Project

- Began as a discussion between local and state-level stakeholders about the potential for a transformative place-making project near the historic Fort Street Bridge.
- The Michigan Department of Transportation's (MDOT) plans to create a linkage of both motorized and non-motorized transit options at the historic Fort Street crossing of the Rouge River provided the impetus for initial meetings.



FORD HUNGER MARCH

On March 7, 1932, in the midst of the Depression, unemployed autoworkers, their families and union organizers braved bitter cold temperatures and gathered at this bridge, intent on marching to the Ford Rouge Plant and presenting a list of demands to Henry Ford. Some three thousand "hunger marchers" paraded down Miller Road. At the city limit Dearborn police blocked their path and hurled tear gas; the marchers responded with rocks and frozen mud. Near Gate No. 3 the demonstrators were bombarded by water from firehoses and a barrage of bullets. In the end, five marchers were killed, nineteen wounded by gunfire and numerous others by stones, bricks and clubs. Newspapers alleged the marchers were communists, but they were in fact people of all political, racial and ethnic backgrounds.

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE
REGISTERED STATE SITE NO. 635
PROPERTY OF THE STATE OF MICHIGAN, 1992



historical significance

The Fort-Rouge Gateway (FroG) Project



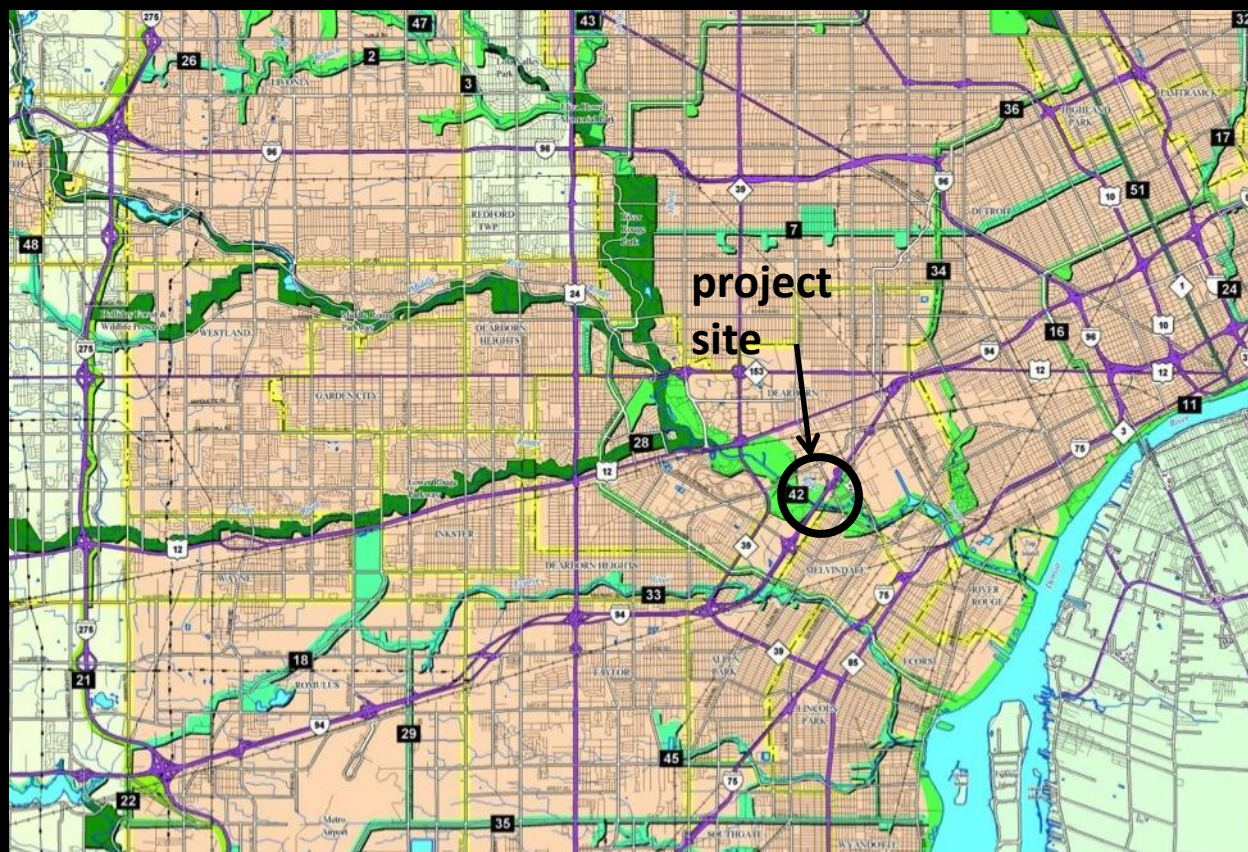
Construction of the new Fort Street Bridge and adjoining interpretive site will serve as a catalyst for more comprehensive and sustainable redevelopment in the lower Rouge River corridor.

The image shows a stone observation tower with a blue door and a green historical plaque, situated next to a railroad crossing with a red and white striped barrier. In the background, a bridge and bare trees are visible under a clear sky.

City of Dearborn
City of Detroit
Detroit Future City
Downriver Delta Community Development Corporation
Friends of the Rouge
Greening of Detroit
Marathon Petroleum Company
Michigan Department of Transportation
Michigan Sea Grant
MotorCities
Sierra Club
Southwest Detroit Environmental Vision
Southwest Detroit Business Association
University of Michigan – Dearborn
United Auto Workers Local 600

Fort Street Bridge Park

Preliminary Concept Plan



Clip from Wayne County Greenway Vision - 1999

Green Infrastructure

- Ecological framework that allows environmental, social and economic sustainability
- Healthy systems requires well developed hubs and linkages

- Enhances property values
- Provides clean air and water
- Habitat for native plants and animals
- Flood water storage
- Groundwater recharge
- Pest control
- Atmospheric regulation
- Supports natural resource based industries such as forestry, tourism and agriculture
- Provides framework for nonmotorized / recreational trails
- **Placemaking apparatus**

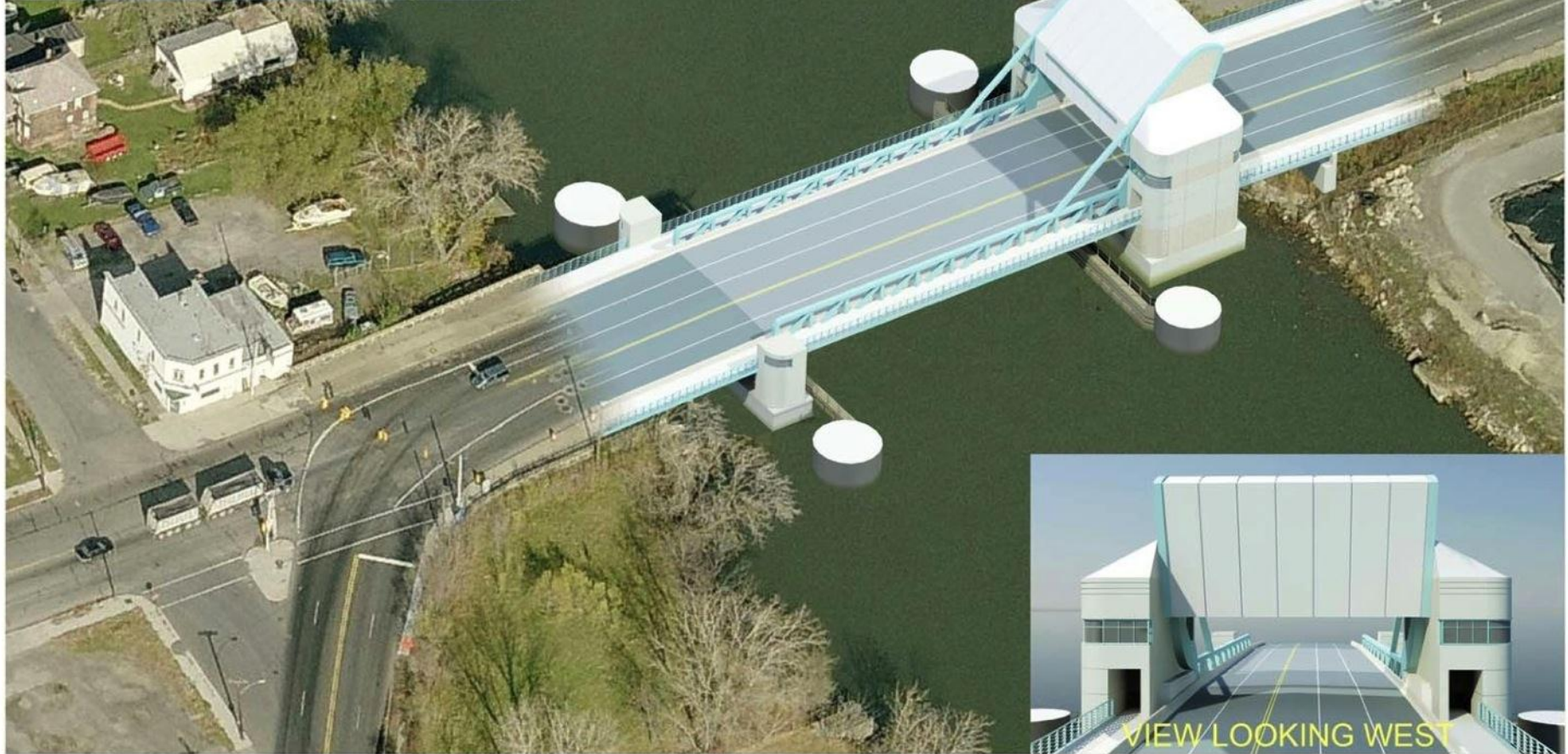


Detroit Riverfront Greenway



Bike lanes on Vernor through Mexicantown

AERIAL VIEW OF CONCEPTUAL BRIDGE

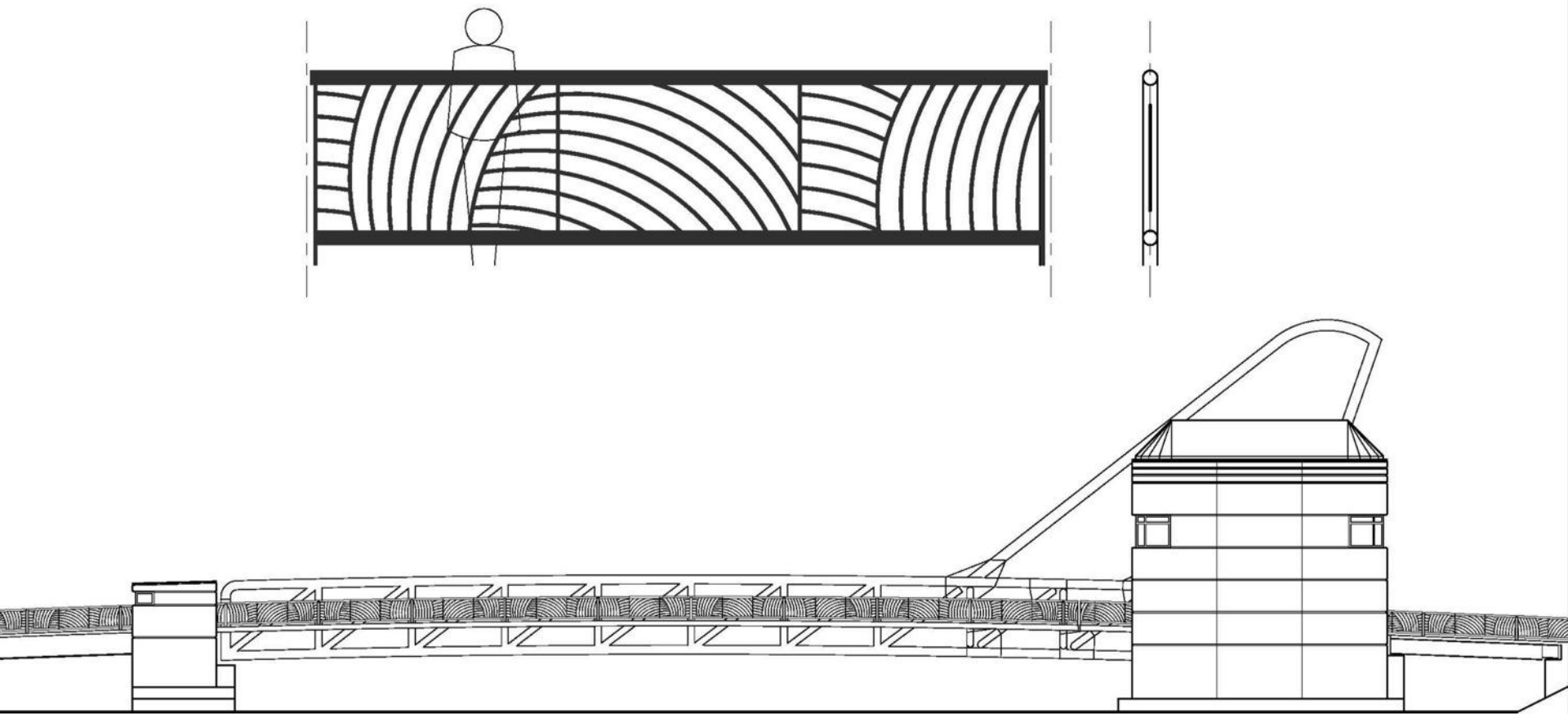


SCHEME B, BLUE

New Bridge: 3-D Model



SCHEME B, BLUE



New Bridge: Railing Detail

The Fort-Rouge Gateway (FroG) Project



Potential program elements for the interpretive site include:

- Memorial feature
 - Interpretation of the 1932 “hunger march” and former bascule bridge
 - Interpretation of how transportation evolved in southeast Michigan from shipbuilding to automobile manufacturing
 - Utilization of salvaged materials from former bridge control tower
- Non-motorized boat launch
- Bike racks
- Seating
- Parking
- Bus pull-off
- Restrooms
- Landscaping / BMP for stormwater management

Site Analysis

The MDOT property is approximately .5 acres. Adding the Marathon property to the north would bring the project site to nearly 2 acres.

The site gently slopes to a sharp 3-4' drop-off at the river's edge – it appears to be a soft, vegetated shore.

In 1932, 3000 “hunger marchers” paraded over the adjacent Fort Street bridge intent on presenting a list of demands to Henry Ford. Five were killed.

The former Fort Street Bridge is one of three historic “basculer” style bridges constructed over the lower Rouge River.

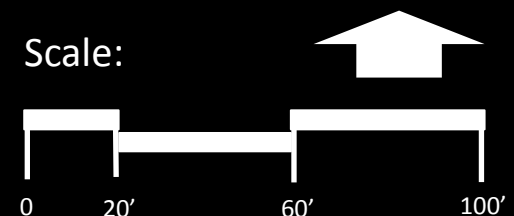


Functional Use Diagram



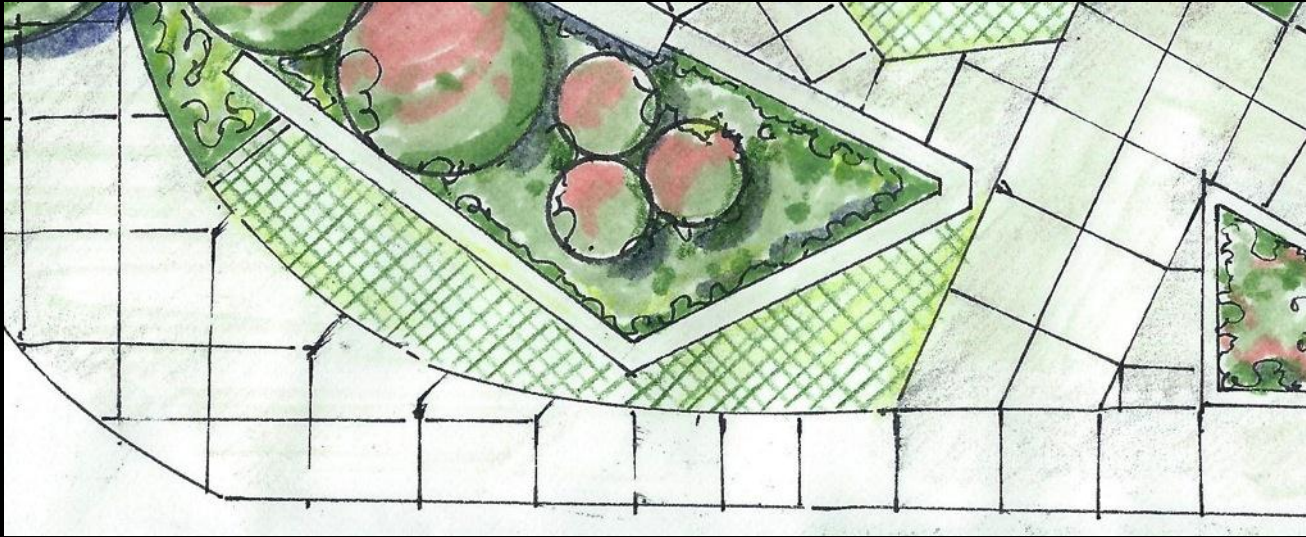
- Gathering plaza and architectural feature are elevated using excavated material from stormwater management feature.
- Seating retains earth from falling onto plaza.
- Interpretive exhibit is integral with architectural feature.

Scale:



Preliminary Concept Plan



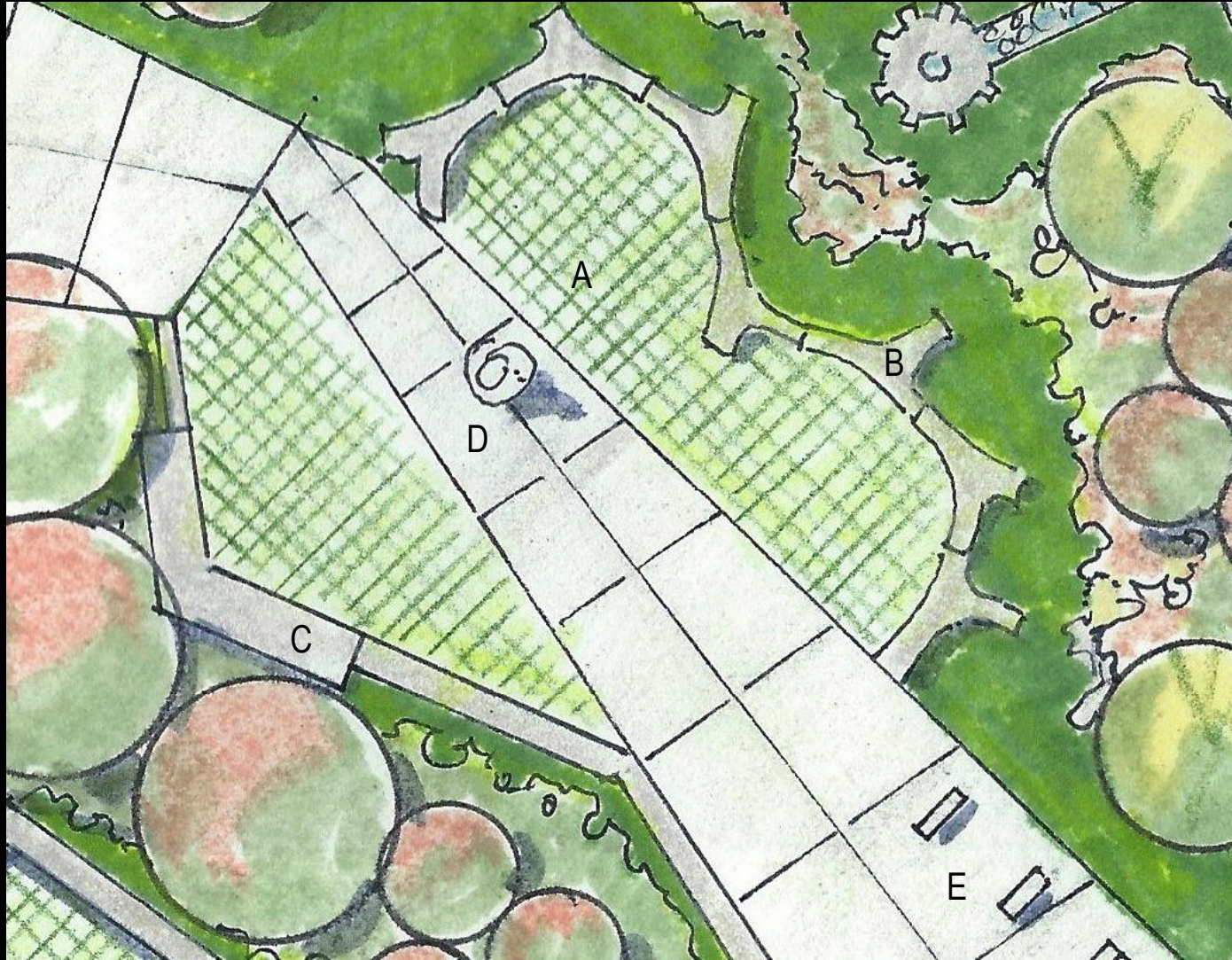


Entry Feature

- Street side of entry wall displays precast concrete panels expressing character of new bridge.
- Wall façade provides opportunity for park name: "Fort Street Bridge Park."
- Inside wall displays salvaged panels from control tower.



Gathering Plaza



A Porous paving
(grass pavers)

B Seating

C Interpretive
signage

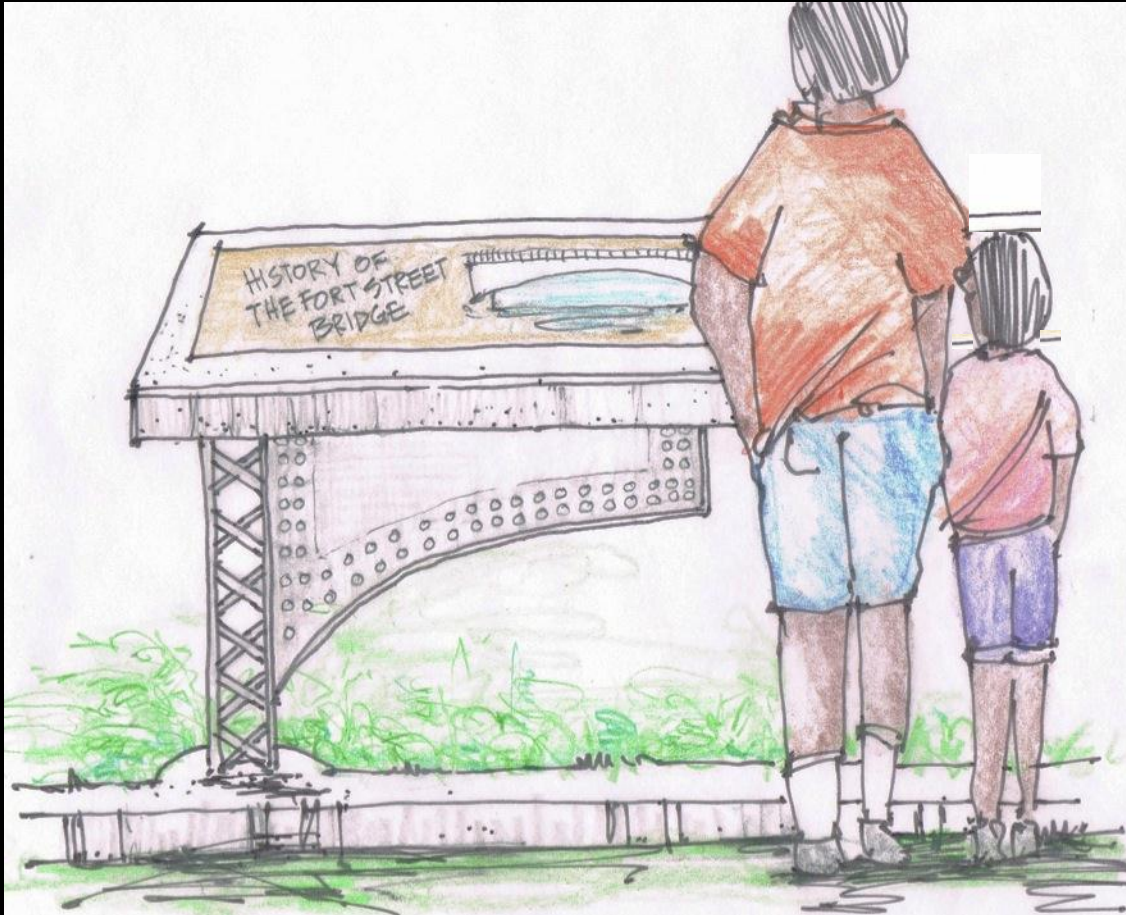
D Sculptural
element

E Bike loops

Seating



"Twig" bench by Landscapeforms



Interpretive Signage

- **SUPPORT POSTS:**
Use salvaged steel lattice beams.
- **SUPPORT BRACKET:**
Use salvaged sidewalk brackets
- **IMAGE FRAME:**
Use precast concrete panels with recess to imbed interpretive graphic panel.



Sculptural Element Potential Concepts:

- Salvaged gears from former bridge
- Automobile worker walking toward bridge
- “History of Detroit” collage
- Rouge River habitat collage

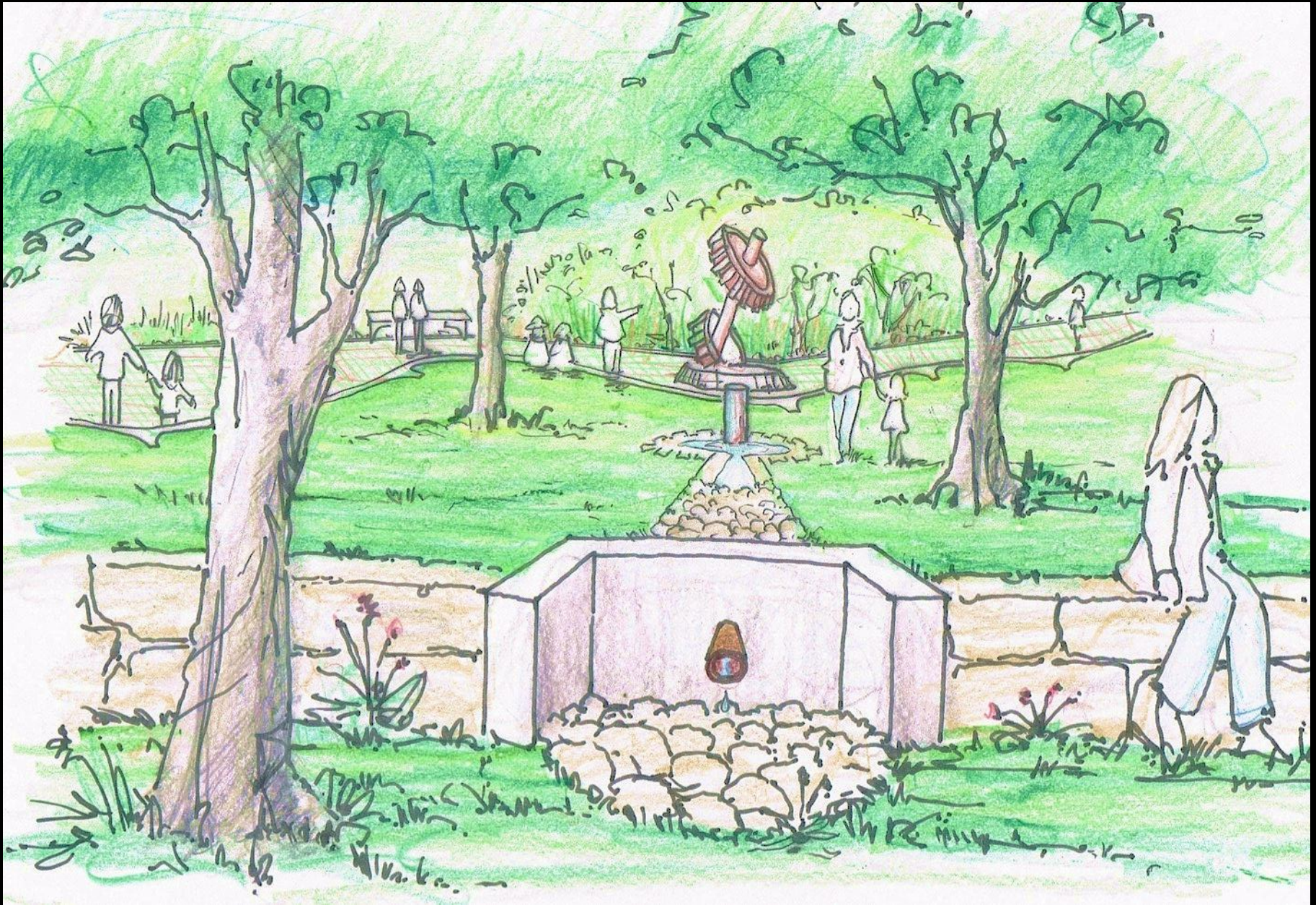


Stormwater Management Feature



- River water is pumped to high point and filtered through earth tiers.
- Solar voltaic cells power pump system.
- Entry drive and parking area are surfaced with porous paving (grass pavers).
- Rain garden provides final filter before seeping to river.

Stormwater Management Feature



Riverfront

- A Boardwalk
- B Entry drive with barrier free parking, loading/unloading and turn-a-round
- C Boardwalk over-look area
- D Adaptive launch – universal access
- E Habitat enhancement and safe kayak staging area
- F Native boulder rip-rap



Kayak Launch



*Adaptive launch with electronic lift
powered by solar voltaic cells*





Yes, something like this has been done before – but not for stormwater management.



Questions

